

F4D 125

COUNTRY East Germany

SECURITY INFORMATION

REPORT NO.

25X1A

TOPIC Alt Loennewitz Airfield

EVALUATION see below

PLACE OBTAINED

25X1A

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 21 September 1953

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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[redacted] on 5 August 1953, three trains with billeting equipment and motor vehicles arrived at Falkenberg railroad station. The equipment was hauled to Alt Loennewitz airfield. During the nights between 8 and 10 August, three trains were loaded with billeting equipment at Alt Loennewitz airfield. The trains were dispatched to Calau from where they were forwarded to Brand airfield.

2. The following air activity and aircraft were observed at Alt Loennewitz airfield between 14 and 25 August:

14 August. After 7:30 a.m., there was flying by Il-10s, including flying by formations of 4s at an altitude of about 1,000 meters.

15 and 16 August. There was no flying.

18 August. In the morning, Li-2s made local flights. At least 12 Il-10s and 4 Li-2s were seen in front of the hangars.

19 August. There was no air activity.

20 August. Li-2s made local flights. There was a ceiling at a high altitude and rather good visibility.

21 August. A biplane flew a circle over the field.

22 and 23 August. There was no flying. On the latter day, 10 Il-10s, 6 Li-2s and 1 jet fighter were seen on the landing field. No aircraft were observed at the site of the alert flight.

24 August. Biplanes and Li-2s made local flights in the morning and afternoon respectively.

25 August. In the evening, Li-2s made local flights. [redacted] the 25X1 Soviet officers and EM are now being permitted to leave the installation and frequent German restaurants.

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3. The following air activity and aircraft were observed at the field between 12 and 21 August:

12 August. Three or 4 Il-10s continuously made individual local flights. There were no clouds and visibility was good.

13 August. Between 4 a.m. and 6:30 p.m., individual Li-2s made local flights. The weather was the same as on the preceding day.

14 August. Between 7 a.m. and 4 p.m., Il-10s were observed flying individually, elements of twos and also in formations of fours.

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At 7:45 a.m., 9 Li-2s and 32 Il-10s were parked in front of the hangars and 6 other Il-10s at the take-off point. No aircraft were seen at the dispersal area of the alert flight. The watchtower and the temporary building near the wooded area were unoccupied. After 7 p.m., Li-2s made local flights with position lights burning.

15 and 16 August. There was no flying.

17 August. Between 9:30 a.m. and 12:30 p.m., 3 Li-2s made local flights. There were no clouds and visibility was good. Between 5:45 p.m. and 6:50 p.m., parachuting from 2 Li-2s at a point about 3 kilometers east-southeast of the field was practiced. A control point had been established there.

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About 200 meters east of the control point, there was a white landing cross and a smoke signal cartridge which smoked considerably. An officer, who wore three silver stars, was seen phoning from the radio truck. When an aircraft approached the control point, the set in the radio truck was put into operation; subsequently, a humming noise was heard while the officer talked into the telephone receiver. Thereupon, either the parachutists jumped or the aircraft flew off. The first aircraft seen approached three times at an altitude of about 1,000 meters, on the first run 2 men jumped, on the second and third runs 5 men jumped. The second aircraft made two runs and each time 7 men jumped. Of the 26 parachutists, 4 had a second parachute. One of the parachutists broke both legs on landing. After the parachuting, green light signals were fired near the landing cross and NCOs with speaking tubes directed the parachutists. After the parachutists had landed they reported to the executive officer. The parachutists wore black flying suits and leather caps with headphones, one of the men also had carried a rucksack with a short antenna rod.

18 August. Between 5 p.m. and 6:30 p.m., Il-10s made local flights. Between 7 a.m. and 1 p.m. and again after 8 p.m., Li-2s made local flights. The weather was fair. About 3 p.m., 4 MiG-15s were seen aloft just south of the field. These MiGs subsequently practiced air-to-ground firing at the Felgern training grounds.

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20 August. Between 7:30 a.m. and 1 p.m., Li-2s made local flights. The weather was slightly hazy.

21 August. No flying was observed. The ceiling was low and it was raining. Twenty-one Li-2s were parked in three rows in front of hangars Nos 1 to 5. One of the aircraft appeared to be larger than the others and had a darker coat of paint. In front of hangar No 7 and east of it, 41 Il-10s were observed.

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4. The fighter unit equipped with MiG-15s had left the field. [REDACTED] 25X1

that the fighter unit had left because the runway had deteriorated. It was further learned that a new unit equipped with Li-2s had immediately reoccupied the field. [REDACTED] 25X1

Since the arrival of this new unit thievery, assault and molesting of the civilian population has increased.

5. On 21 August, the radar sets of type Kniferest and Fishnet, located north of the Park of Alt Loennowitz, and the PKV 45 (D/F) station in the eastern flying lane were removed. A runway localizing beacon braced at four different points and a rod antenna were newly erected near the temporary radio installation east of the landing lane.³
6. Construction work on six aircraft revetments at the northern edge of the park at Alt Loennowitz was discontinued when the MiG-15s left the field. Four guns of undetermined caliber were observed at the AA gun emplacement, located at the southern edge of the field. Two watch-towers and a 2-meter board fence were being erected at the northern edge of the firing range while west of it poles fitted with spotlights were being set up. [REDACTED] 25X1B

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1. [REDACTED] Comment. The shipments mentioned were connected with the transfers of the air transport regiment from Schoenefeld to Alt Loennowitz and of the fighter regiment from Alt Loennowitz to Brand.

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2. [REDACTED] Comment. One ground attack regiment equipped with about 40 Il-10s and one air transport regiment equipped with 20 to 25 Li-2s are stationed at the field. The parachuting observed probably is in conjunction with normal training at the field.

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3. [REDACTED] Comment. When the fighter regiment was transferred, it took all radio equipment along. A new landing beacon has therefore been erected for the air transport regiments.

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